



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:36 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 469 Const Calendar Day: 847 Date: 03-Jan-2012 Tuesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 05:30 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature 7 AM 40 - 50 12 PM 50 - 60 4PM 50 - 60

Precipitation 0.00"

Condition Dense fog in the AM to partly overcast in the PM

Working Day ☐ If no, explain:

Diary:

Dispute

Work description.

- Prepared the Alta Vista surveyors for surveying tasks for today which include the following:

- 1.) Continued to process the surveying measurements taken Friday for the SAS bridge deck level run with the following points JA1000, JA1001, W2ECP, W2WCP, EPP8.5C,

WPP8.5C,

W/EPP24C, 44C, 68C, 80C, 94C, 118C, SKY1 and SKY3. It should be noted that all of these points will be compared with past level-runs which are to be used for the trig-level survey on the first cable strand.

- 2.) Chris continued to check the calibration of the Trimble total station on Treasure Island
- 3.) Chris used the total station and occupied MB007 to confirm the elevations with the total station from that distance in addition to rechecking the horizontal coordinates of SKY3, and the center nail of the YBITS bridge on the top of the east bulkhead near Hinge K.
- 4.) Dave continued to process miscellaneous reports done since the Alta Vista surveyors

have

Oakland

been on the project. assisted me in calibrating the Topcon GPS equipment for the

control. GPS calibration was done in Oakland for various reasons including: familiarizing Dave w/ the Topcon GPS equipment, checking the calibration and continental drift measurements for District 4 surveyor Rick Erskine, and preparing the equipment for Gary Lai (Oakland Touchdown and Detour) in case he needed to use the equipment in the future. Control points used in the calibration included 66, 68, 88, 92, 415, and 1000

(MOLE). Since the hauling of cable strand number two began after 10:00am I had Dave, Chris, and Erol check the calibration with other points adjacent to the held points. Those points included 75, 1000 (recheck), 5017, 5018, and 5068. MOLE was the initial point in the localization of the control and each observation was measured at 180 epochs and the instrument was set on a tribrach and legs.

- The following is the hours worked by the Alta Vista consultants today:

Dave Garrett (survey party chief) = 8hrs

Chris Ferrucci (instrumentman) = 8hrs

Erol Schaller (rodman) = 8hrs

- Attempted to calibrate the Topcon GPS equipment for the SAS project on the Yerba Buena and Treasure Islands. The network required a new password for the start of the new year. I called ESC technician Gary Oscher for assistance and the process took a few hours to resolve. Also the signal was not as strong today and by the time it was received the batteries needed to be recharged. Therefore with all of the adverse effects the calibration was abandoned today and will be done tomorrow.



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- Didn't observe any cable operations in the field today due to the other tasks that I was working on throughout the day. To my knowledge cable forming/placing operations continued at the south tower saddle trough and the northeast saddle trough. See other inspector diaries in the Team Cable group for labor, equipment, and additional observations. I went to the field to assess the conditions for performing initial measurements on the first cable strand on the north side of the SAS bridge.
- Continued to process the scanned images on Microstations sent by District 4 scanner Robert Dolan of the Hinge K pipe beams. I had to wait to use Sanny Khaw's laptop computer since he has Microstations version 8.0, which is the software required to run the file. To reiterate my computer has Microstations version 7.1 and is not compatible with the Microstations version 8.0 file.

Attachment



ABF ironworkers forming the wires of cable strand number 1 and preparing to place into the W-Line east saddle.



Elevation difference between the catwalk and the first cable strand on the north mainspan at the midpoint of the cable in its current position today.



Location where the wire failed in tension as the second cable was being hauled on Friday. The failure occurred near the W-Line east saddle.



Ferrule used to splice cable strand number 1 on the south mainspan near OBG lift 12E where the entire cable strand was dropped onto the posts here.

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Fanned section of the 2nd cable strand in the roller frames around the E-Line west deviation saddle near the bottom of the saddle.



Elevation difference between the catwalk and the first cable strand on the north backspan at the midpoint of the cable in its current position today.